

## CD NO.

DATE DISTR. 17 APR 50

SUBJECT Skoda Works at Adamov

NO. OF PAGES 3 50X1-HUM

NO. OF ENCLS.  
(LISTED BELOW)

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DATE OF INFO. 11/11/68

SUPPLEMENT TO  
REPORT NO.

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### 1. Plant Designation

Skodovy zavody, narodni podnik, odbocka Adamov (Skoda Works, National Corporation, Adamov Branch).

## 2. Position of the Works

The Works lie in a wooded valley at Adamov (approximately 15 km. north of Brno) on the right bank of the Svitava River, and on the left side of Adamov-Blansko road, close to the Brno-Prague railroad. From the air the Works are easily located if one follows the Brno-Prague railroad and the Svitava River, which run parallel to each other down the valley [redacted] The Works still have the same camouflage as they had in war-time, consisting of painted camouflage and grass on the roofs. There is a factory chimney some 40 to 45 m. high.

50X1-HUM

### 3. External Layout of the Plant

a. The plant is composed of various sections as follows:

- 1) Mechanical works (screw production)
- 2) Bridge construction
- 3) Presses and sheet metal section
- 4) Ammunition processing
- 5) Machine tool section and research section
- 6) Brake production
- 7) Boiler works
- 8) Personnel and administrative section
- 9) Camp for male and female employees
- 10) Steel shop for iron profiles and bars
- 11) Power magazine

b. Furthermore, a large building is under construction, which is for an unknown purpose. The plant railway is connected with the Adamov station. The plant has one steam locomotive of its own and several heavy trucks.

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Document No. 011  
 No Change in Class. ☐  
☐ Declassified  
 Class. Changed To: TS S C  
 Auth.: HR 70-2  
 Date: 01/06/78

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## CENTRAL INTELLIGENCE AGENCY

- 2 -

50X1-HUM

4. Plant Equipment

The equipment of the plant consists of numerous metal working machines, as follows:

- a. Heavy machines
- b. Milling machines
- c. Large lathes which were used during the war for producing artillery ammunition.
- d. Heavy revolving lathes of the Skoda and Major types
- e. A large number of revolving lathes: Skoda RP 36 type
- f. Zbrojovka Brno SV 18 and Wolman Celakovice lathes
- g. Semi-automatics
- h. Heavy and light automatics
- i. Two-armed horizontal presses for producing ammunition for MP 43 and Piercer ammunition SS (sic)

5. Personnel

Approximately 5,000 workers, almost exclusively Czechs (with a few Slovaks), are employed in the plant. Recently a number of forced laborers consisting of business men, private artisans, and intelligentsia have been engaged; they are housed in the camp on the premises.

6. Working Hours

A 56-hour week is in force, and work is done in three shifts, including Sunday. The S.P.H. working system (Bata system) is in force and furthermore piece-work, to a large extent machine piece-work and to a lesser extent manual piece-work.

7. Production

- a. The main production consists of armor-piercing ammunition carried out in buildings 1, 2, 3, and 4. Egg-shaped hand grenades of a type used during the war are made in the brake section on the second floor. Artillery ammunition and the metal packing for it are produced in Shop 1. The production of MP 43 ammunition and Piercer ammunition SS (sic) has been going on since the war.
- b. A secondary project of the plant is that of ball bearing pans and boxes which are delivered to the Skoda Works in Plzen and the Automobile Works in Cakovice. This work is carried out on the third floor of the brake section but it is insufficient to meet the demand.
- c. In the shop used for bridge construction, iron parts for rapid assembly bridges, structural iron, and special support piles are being produced. This work is being hampered by a lack of light profile pressing material. In the same shop there is a repair workshop for small locomotives used in the coal mines and quarries. Certain parts for water turbines are also produced here, which are delivered to CKD (Ceskomoravska Kolben-Danek).
- d. The mechanical workshop is a special screw-making section which works for Skoda and CKD.
- e. In shop 4 there are installations for producing models of prototypes and machine tools.
- f. Work started in 1949 in shop 4 on the production and inspection of shell cases, the final destination of which is unknown. A particularly strict inspection has been enforced by the head of this section, Major Ing. Vesely, who comes to the plant daily from Brno. Local rumor has it that this officer is not a Czech and is using Vesely as a pseudonym. Workers in this section receive higher rates of pay.

8. Power Supply

The plant is connected with the electrical net-work of the Western Moravian Electric Power Works. In the event of a cutting of this supply the plant has its own power station with two generators, which are sufficient to keep all machines working, even at the maximum rate of production.

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CENTRAL INTELLIGENCE AGENCY

-3-

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9. Raw Material Supply

Bar iron and raw iron casts are delivered from the iron works in Trinec and Vitkovice. A large amount of bar iron, cast iron, steel, structural iron, and special pressed iron profiles are kept in stock.

10. Plant Security

The plant is protected by uniformed guards and its own plant militia, under Karel Dojedla. Workers' passes are checked by the uniformed guards and the plant militia at the main entrance as they enter and leave the building. Throughout the day the workers are guarded by patrols of two men and at night the patrols are strengthened and armed with rifles. To enter the building each employee must have a personal pass which is issued by the security section as soon as he has signed on. The entire plant comes under the control of senior officers who visit the premises daily; sometimes these officers are accompanied by Polish officers in uniform.

11. Enlargement of the Plant

Building is going ahead inside the large caves of the Byci Skala cliffs in the so-called Josefovské Udolí, between Adamov and Krtiny. This work was started during the war by the Germans. Further construction is being carried on in the caves near Krtiny on the site of the so-called Vypustek, where the Germans were producing aircraft engines during the war. The entire equipment of this aircraft engine plant was confiscated by the Soviets and taken to the USSR after the war, but the building itself remained unharmed and the Skoda Works will soon start work on this site.

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